

## CORRIGENDUM-3

TENDER No TE148/MBL/LOCO/BPROJ/2024 dtd.11.11.2024

SUB: CLARIFICATION TO BIDDERS QUERIES AND MODIFICATIONS TO TENDER DOCUMENT

SI No	Query	Clarification/Remarks	Modification
1	The ambient temperature for locomotive operation is 55°C and not 50°C as mentioned in the latter part of the tender document?	Our requirement is to be designed for 55°C	No Modification
2	Diesel engine required in the bidding documents for medium-speed diesel engine, and our company recommended South Africa models for 1800rpm high speed diesel engine, the design of medium speed diesel engine will not only increase the cost, and due to design changes spin design, manufacturing cycle, even the risk of bidding, The bidder hopes the owner can accept the mature design of high-speed diesel engine.	Our requirement is Engine with 3300HP @904 rpm to 1050 rpm. (As per Technical specifications No 2.3.2 of Tender document)	No Modification
3	Does it run at full power (3300HP) at an altitude of 2000 meters and an ambient temperature of 55°C as mentioned in the technical requirements?	Considering the SADC region geographic condition the locomotive shall be design to able to run at an altitude of up to 2000 meters	No Modification
4	Is there many parts of the technical requirements that deal with passenger	The locomotives procured under this project will be used for freight transportation of Coal only, and	Wherever mentioned for locomotive

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	locomotive aspects that need to be considered?	there is no need to consider passenger transport requirements. The same is mentioned in the Tender document at page no 5, ITB 1.	passenger train, it may please be ignored.
5	The limit drawings given in the tender are incompletely dimensioned, please give detailed and clear limit drawings for further design.	The drawing mentioned at Page No 116 is attached.	No Modification
6	Many of the attachments mentioned in the technical requirements cannot be found in the tender.	Please mention the attachments that are missing and accordingly we can provide the attachments.	No Modification
7	Whether AAR standards can be used for braking systems?	Accepted.	No Modification
8	Proprietor needs to provide interface data for reconnection and control methods due to reconnection requirements.	our existing locos are of NRE make GT26CW-3 model. It may be designed for compatible with our existing locos as mentioned at Page No 62 to 66 of the Tender document.	No Modification
9	Should the emission standard adopt TER-0 or UC to I stage 2 standards?	should comply with UCI stage 2 or TIER-0 standards. (In line with original tender conditions)	No Modification
10	What's the meaning of Worst-case conditions? What exactly is the worst-case scenario?	Here, the worst case means the extreme incident that can happen on the train i.e. derailment at maximum running speed with	No Modification

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		maximum allowed trailing load in maximum adverse weather condition (Point 5.1.5 at page no. 70).	
11	The reference to meeting locomotive set requirements in 7.1 requires the proprietor to provide locomotive sets to meet the design needs.	The number of wagons hauled by the locomotive is 43, and the compressed air generated in the locomotive should be sufficient for the whole composition of the train.	No Modification
12	In article 9.8, the requirement for speed of less than 60 km/h is 300-500g / 30s, and for speed of greater than 60 km/h is 500-800g / 30s, the amount of sand is generally tested when the locomotive is parked. This requirement cannot be achieved.	The sand spray is to avoid the slippage wheels while in motion. Hence, requirement is correct, i.e. discharge of 300 to 500g/30seconds up to 60km/hr speed and 500 to 800g/30seconds for above 60km/hr speeds.	No Modification
13	What is the exact purpose of the emergency hitch and the interface data needs to be given so that we can design it further.	Not part of Tender document.	
14	What's the meaning of Project safe train in 10.2.1?	The sentence "the latest findings of the project SAFETRAIN shall be taken into consideration" may please be omitted from the point	"v> 10 km/h: the carbody structures in the cab area shall remain intact as far as possible"

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		and it can be read as “v> 10 km/h: the carbody structures in the cab area shall remain intact as far as possible”.	
15	What's the meaning of RIC-KEY in 10.8.3?	Individual keys with a master key.	No Modification
16	Is it possible to replace the design mentioned in document 10.12.4 for observing the state of the hitch in a mirror with a design for a camera?	Yes, camera and display can be accepted in place of mirror.	No Modification
17	What are the specific requirements for the Ditch lights will 'flash' when the horn is applied, as mentioned in document 10.14.2, e.g. alternate flashing, flashing frequency, etc.?	Ditch lights are for the near vision from the cabin. The requirement of flashing of these ditch lights when the horn is blown, is an additional feature for the safety.	No Modification
18	The document 10.18.1 mentions the use of 24V for charging locomotive batteries, the locomotive batteries in my company's design are all 72V, is it possible?	Yes, it's not a mandatory requirement.	No Modification
19	What is the operating voltage of the emergency disposal generator mentioned in 10.18.5?	Point No 10.18.5 may please be omitted.	No Modification
20	What is the operating voltage and frequency of the ground power supply mentioned in 10.18.6?	Point No 10.18.5 may please be omitted.	No Modification

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21	The tender uses English or Portuguese for the language of the display screen on the locomotive. What are the requirements for the logo on the locomotive?	The display language should meet the design of English and Portuguese, and can switch to two languages at will, logo in both languages. The details of the logo can be finalized at later stage.	No Modification
22	Regarding the design standards, we note the requirements of SARA NORMS. Can we default that this is other than the technical standard and meet the local legal requirements of Mozambique.	Yes.	No Modification
23	When connecting with other locomotives, can the connection mode be designed by AAR standard?	Yes, The AAR interface mode adopted for the existing locomotive.	No Modification
24	As mentioned in document 2.3.6.4-2.3.6.5, during the braking operation of 100 km/h-0, the braking distance of the whole train should not exceed 500m. As the design and production supplier of the traction locomotive, we can only provide the braking distance calculation of the locomotive, but not the whole train.	The train length of 43 Gondola wagons with two locomotives may please be considered for designing the stopping distance.	No Modification

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25	Please describe the Magnetic Track Brake device features and style in Section 1.2.8 of Chapter 2.	Point No 1.2.8 may please be omitted.	No Modification
26			
27	<p>communicated with the technical staff after the meeting and once again raised a question hoping to get an answer.</p> <p>In Article 20 of SECTION VII. TECHNICAL SPECIFICATION DATA SHEET, it is stipulated that the minimum power of the diesel engine is 3300HP;</p> <p>In 4.3.1 of CHAPTER I - TECHNICAL REQUIREMENTS, it is also stipulated that according to UIC622, the power of the diesel engine is 3000hp.</p> <p>In CHAPTER I - TECHNICAL In 2.3.2 of REQUIREMENTS, it is also stipulated that the diesel engine power is 3300hp and the locomotive traction power is 3000hp. These are the contradictions regarding the power of the diesel engine. We hope it can be clarified what the power of the diesel</p>	The Gross Horse Power (GHP) required for the locomotive is 3300HP. From this 3000HP should be for the traction and remaining 300HP should be for catering the auxiliary equipment.	No Modification

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	engine is under the premise of altitude and temperature restrictions?		

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	Clause No	Existing Clause	Requested amendment	Remarks	Clarification/modification
28	Point 21 of Section VII Technical Specification Data Sheet and Clause 2.1 – Dimensions of Chapter I, Technical requirement	Wheel Diameter – 36” -38” or 914mm to 965mm (new wheels) 32-36.41 or 812mm to 890mm (Condemning)	Wheel Diameter – 36” -39.4” or 914mm to 1000mm (new wheels) 32-35.4 or 812mm to 925mm (Condemning)	Rites has supplied similar cape gauge diesel locomotives to CFM, Mozambique fitted with 1000 mm wheel Dia (new) and are successfully running on Mozambique Railway network since 2021-22.	<b>Standard diameter of the new wheel with 36 inches to 40 inches or 914mm to 1016mm is acceptable.</b>
29	Clause i of Section III PRE-QUALIFICATION CRITERION AND PRICE BID EVALUATION	<p><b>The manufacturer/Supplier have to meet the following criterion for submitting the bids:</b></p> <p><b>Financial Status and Capability:</b> The Average annual turnover of the Bidder should be USD 10 Million or more as per audited financial statements of last three (3) financial years of the bidder.</p> <p>The Bidder shall furnish documentary evidence that it meets the following financial requirement(s): <i>The audited financial statements for the last 3 financial years, namely years 2021, 2022, 2023</i></p>		Format FIN-3 is not available in Tender documents. Please provide format FIN-3 if applicable.	Form FIN-3 may be ignored



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	Clause No	Existing Clause	Requested amendment	Remarks	Clarification/modification
		<i>shall be submitted demonstrating the current soundness of the Bidder's financial position and availability of adequate financial resources to perform the contract. Refer to <b>Form FIN-1, Form FIN-2, Form FIN-3</b> to provide the required information.</i>			
30	Section-IV Schedule of Requirements	Preventive Maintenance of one locomotive including consumable spares and labor.	Preventive maintenance of five locomotives including consumable spares and labour	As per the format preventive maintenance is required for 5 locomotives. Please clarify the consumable spares. <b>Whether fuel, lubricants, coolants, sand, grease etc. for the period of two years shall also be provided by the supplier.</b>	All consumable spares including labour will be under the scope of the successful bidder for a period of two years and shall be made available at ICVL Beira workshop at their cost.
31	Section-VII Clause 4 – Maintenance record (point 6)	Fuel and lubricating oil tests		Please clarify / ensure the availability of facility for fuel and lubrication test with ICVL at Mozambique.	The facility is available at an external lab and the responsibility lies with the supplier for testing.
32		Please also clarify who will bear the import duties, custom VAT if any levied for import of the spares by authorities during preventive maintenance service period in Mozambique.			All the spares will be under the scope of the successful bidder for a period of two years (during the warranty period) and shall be made available at

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					ICVL Beira workshop at their own cost. After the warranty period of two years, for non-consumable replacement spares, refer ClauseNo.7 of Section VIII from the Tender document.
33.		As per proforma for Bid Form bidder needs to declare the total bidding amount for goods and preventive maintenance services. Whereas as per the price schedule, price to be submitted online at M-junction Portal only. Please clarify whether bid price shall be provided in bid form or not. If not, please provide the revised bid form template.			<b>Bid price shall be submitted online as per the price bid format in M-junction Portal which shall be made available shortly.</b>

Modifications

SI No	Clause	Modification
34	15. Bid Security 15.1 Pursuant to ITB Clause 9, the Bidder shall furnish, as part of its bid, a bid security in the amount specified in the Bid Data Sheet.  15.2 The bid security is required to protect the Purchaser against the risk of Bidder's conduct which would warrant the security's forfeiture, pursuant to ITB Clause 15.7.	15. Bid Security 15.1 Pursuant to ITB Clause 9, the Bidder shall furnish, as part of its bid, a bid security in the amount specified in the Bid Data Sheet.  15.2 The bid security is required to protect the Purchaser against the risk of Bidder's conduct which would warrant the security's forfeiture, pursuant to ITB Clause 15.7.

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<b>SI No</b>	<b>Clause</b>	<b>Modification</b>
	<p>15.3 The bid security shall be in the currency of US Dollar and the bid shall be in one of the following forms:                      (a) Direct transfer to MBL Account                      Account Details:                      Bank Name: Millennium BIM (Banco International De Moçambique)                      Branch Name: Head Office                      Account Holder Name: Minas de Benga, Limitada                      Account Number: 258385109                      IBAN Number: MZ59000100000025838510957                      NIB: 000100000025838510957                      BIC(SWIFT): BIMOMZMXXXX</p> <p>(b) a bank guarantee;                      valid for thirty (30) days beyond the validity of the bid.</p> <p>15.4 Any bid not secured in accordance with ITB Clauses 15.1 and 15.3 will be rejected by the Purchaser as nonresponsive, pursuant to ITB Clause 24.</p> <p>15.5 Unsuccessful bidders' bid security will be discharged or returned as promptly as possible but not later than thirty (30) days after the expiration of the period of bid validity prescribed by the Purchaser pursuant to ITB Clause 16.</p> <p>15.6 The successful Bidder's bid security will be discharged upon the Bidder signing the contract, pursuant to ITB Clause 34, and furnishing the performance security, pursuant to ITB Clause 35.</p> <p>15.7 The bid security may be forfeited:</p> <p>(a) if a Bidder                      i) Withdraws its bid during the period of bid validity specified by the Bidder on the Bid Form or any extension thereto provided by the Bidder,</p>	<p>15.3 The bid security shall be in the currency of US Dollar and the bid shall be in the form of Direct transfer to MBL Account.                      Account Details:                      Bank Name: Millennium BIM (Banco International De Moçambique)                      Branch Name: Head Office                      Account Holder Name: Minas de Benga, Limitada                      Account Number: 258385109                      IBAN Number: MZ59000100000025838510957                      NIB: 000100000025838510957                      BIC(SWIFT): BIMOMZMXXXX</p> <p>15.4 Any bid not secured in accordance with ITB Clauses 15.1 and 15.3 will be rejected by the Purchaser as nonresponsive, pursuant to ITB Clause 24.</p> <p>15.5 Unsuccessful bidders' bid security will be discharged or returned as promptly as possible but not later than thirty (30) days after the expiration of the period of bid validity prescribed by the Purchaser pursuant to ITB Clause 16.</p> <p>15.6 The successful Bidder's bid security will be discharged upon the Bidder signing the contract, pursuant to ITB Clause 34, and furnishing the performance security, pursuant to ITB Clause 35.</p> <p>15.7 The bid security may be forfeited:</p> <p>(a) if a Bidder                      i) Withdraws its bid during the period of bid validity specified by the Bidder on the Bid Form or any extension thereto provided by the Bidder,</p>

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	or ii) does not accept the correction of errors pursuant to ITB Clause 24.2; or (b) in the case of a successful Bidder, if the Bidder fails: (i) to sign the contract in accordance with ITB Clause 34; or (ii) to furnish performance security in accordance with ITB Clause 35.	or ii) does not accept the correction of errors pursuant to ITB Clause 24.2; or (b) in the case of a successful Bidder, if the Bidder fails: (i) to sign the contract in accordance with ITB Clause 34; or (ii) to furnish performance security in accordance with ITB Clause 35.